

BookletChart™

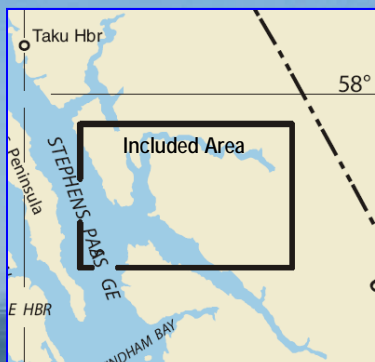
Holkham Bay and Tracy Arm

NOAA Chart 17311

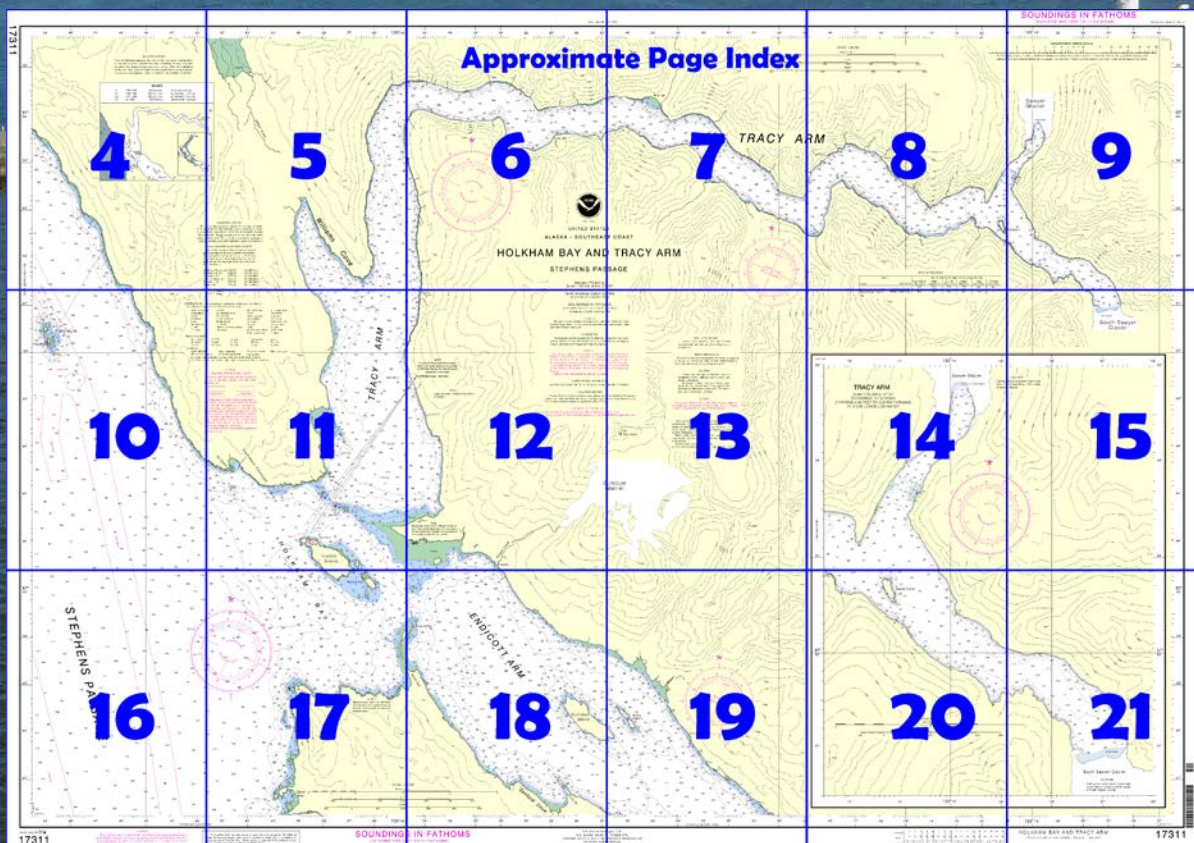


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17311>.



(Selected Excerpts from Coast Pilot)

Tracy Arm, the N arm of Holkham Bay, takes a general N direction for 9 miles and then turns E 16 miles to its head, where two large glaciers, Sawyer and South Sawyer, discharge into salt water. The arm is often clogged by small icebergs for several miles, and great care is needed in navigating the ice field. Both glaciers, **Sawyer Glacier** and **South Sawyer Glacier**, can be very active, and huge blocks of ice fall off their faces into very

deep water. These can generate waves that have been observed as high as 25 feet; however, a small boat can ride the waves safely if it keeps a few miles distance from the glacier face and avoids getting packed in the

ice flow. It is recommended that vessels use extreme caution and avoid navigating in proximity to the glacier faces. In the N branch of Tracy Arm, which extends from **Sawyer Island** (57°52'45"N., 133°11'25"W.) to Sawyer Glacier, there is a shoal area on the E side of the arm which reaches a minimum depth of 0.8 fathom at MLLW and extends to 57°53'40"N., 133°10'51"W., about 250 yards from a waterfall on shore. Caution is advised in this area. Tracy Arm, with its deep water, numerous waterfalls, and bold shores, is one of the outstanding fjords of SE Alaska.

The entrance to the arm is about 1.75 miles wide. The navigable channel, only 0.3 mile wide, has a depth of 6½ fathoms and is marked by two unlighted buoys and a mariner activated sector light (57°49'24"N., 133°34'27"W.) on the E shore of the arm, and heavy kelp beds in the summer on the SE side. To activate the sector light, mariners should transmit 5 carrier pulses in 5 seconds on VHF-FM channel 65. The aid will remain lighted for 10 minutes. The buoys and lights are seasonal. The buoys may become submerged during periods of strong current. Tidal swirls, in conjunction with very strong currents, will be met in the entrance except at slack water. Caution should be used when transiting this area due to large pieces of ice moving through the entrance with the current. A daybeacon with a radar reflector is inside the entrance on the W shore in about 54°47'29"N., 133°37'53"W.

Williams Cove, a deepwater anchorage with constricted swinging room and hard bottom with patches of mud, is at the head of a large bight on the W side of Tracy Arm about 6 miles above the entrance to the arm. An anchorage for small boats in 5 fathoms, rocky bottom, is reported available in the small bight on the W side of the arm, about 2 miles above the entrance. A rock awash is about 0.2 mile SE of the entrance to the small bight.

Midway Islands are two small, sparsely wooded islets, 16 miles N of Point Hugh and 2 miles off the E shore of Stephens Passage. Rocks, awash at highest tides, are between them, with deep water close-to. A ledge extends about 0.2 mile S from the S islet, which is marked by **Midway Islands Light** (57°50'12"N., 133°48'51"W.), 83 feet (25.3 m) above the water and shown from a skeleton tower with a red and white diamond-shaped daymark.

Twin Point, a narrow wooded point with steep rocky shores, the more northerly of two similar points, is on the W side of Stephens Passage, about 7.5 miles NW of Midway Islands Light.

Station Point, about 6 miles to the N of Twin Point, is wooded and rises to a knob 1.4 miles inshore. A small wooded islet 105 feet high is 300 yards off the point. The bight, about 0.5 mile S of the islet, is used as a fair-weather anchorage by small craft.

South Island, about 2 miles SE from Station Point, is wooded. Reefs extend 50 to 100 yards from its shores, except at the SE end, where a reef extends about 0.5 mile SE. Two small wooded islets are close to the point to the SW of South Island. Anchorage in 14 fathoms, sticky bottom, has been found to the W of South Island. In the bight to the S of the small islets, small craft can find fair-weather anchorage.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes

NOTE B

Glaciers deposit ice which drifts from Holkham Bay into Stephens Passage. Mariners are advised to exercise extreme caution.

NOTE C

Lights and buoys maintained from May 1 to October 1.

NOTE

To activate Tracy Arm Sector Light, transmit 5 carrier pulses in 5 seconds on VHF-FM Channel 65. Aid will remain lighted for 10 minutes.

CAUTION

Falling rock and debris make near shore transit hazardous in the vicinity of Sawyer Glacier.

NOTE

Strong tidal currents exist in the entrances to both Tracy and Endicott Arm. Maneuverability in these areas can be limited by the presence of icebergs moving with the current.

CAUTION

Falling rock and debris make near shore transit hazardous in the vicinity of South Sawyer Glacier.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Mercator Projection
Scale 1:40,000 at Lat. 57° 50'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwani I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Juneau, AK	WXJ-25	162.550 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.202" southward and 6.200" westward to agree with this chart.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

HEIGHTS

Heights of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and Summit elevation values are in feet and refer to Mean Sea Level.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
A/ alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HC lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bids boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

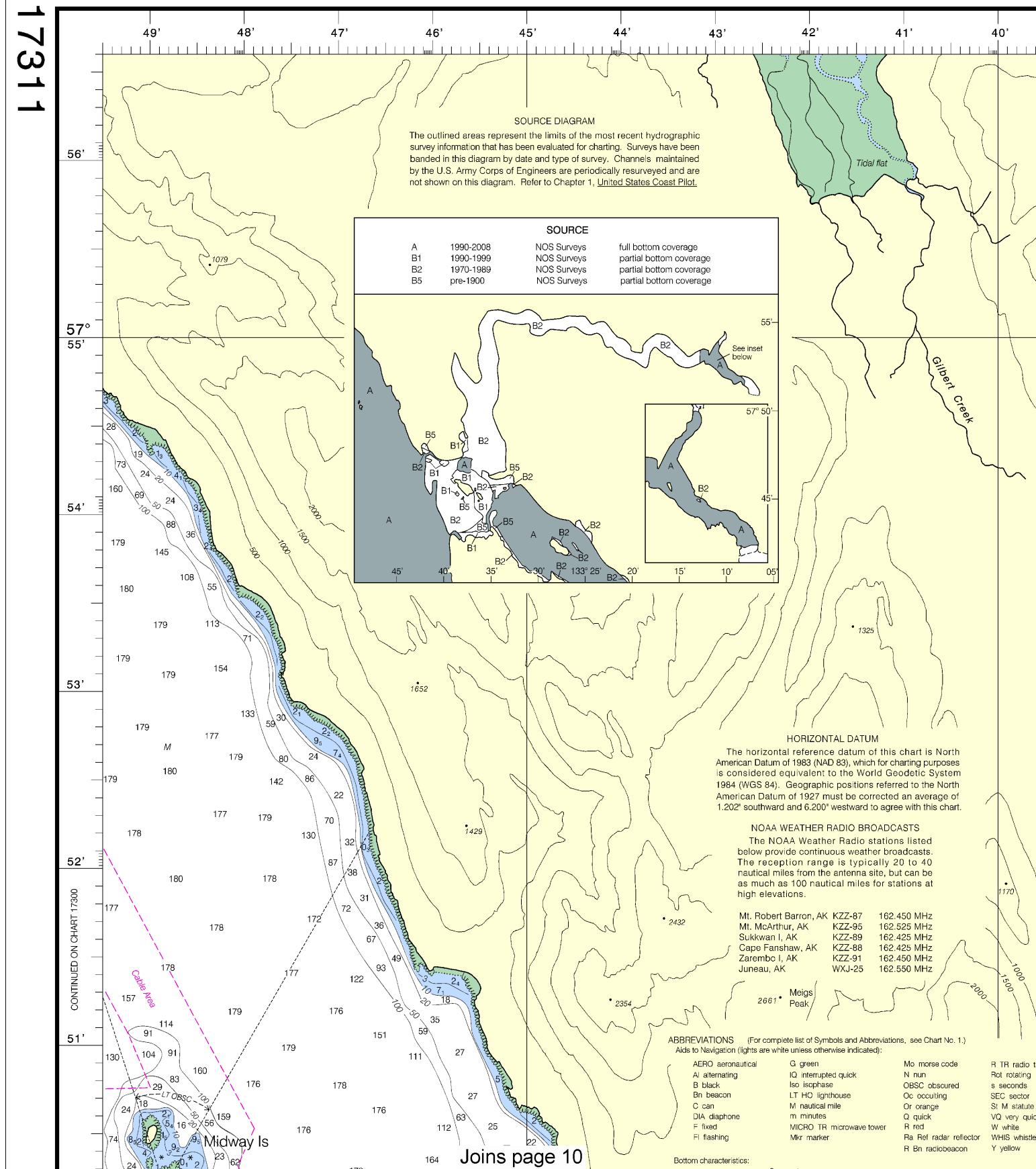
② Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Holkham Bay, Wood Spit, Stephens Passage	(57°43'N/133°35'W)	feet 15.4	feet 14.5	feet 1.5
Sawyer Island, Tracy Arm	(57°52'N/133°11'W)	15.8	14.9	1.6
Holkham Bay, Tracy Arm Entrance, Stephens Passage	(57°46'N/133°36'W)	15.6	14.7	1.5

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Jan 2012)

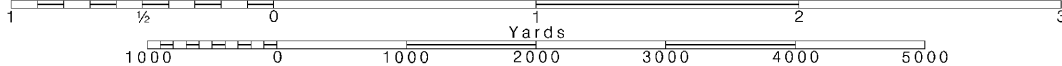


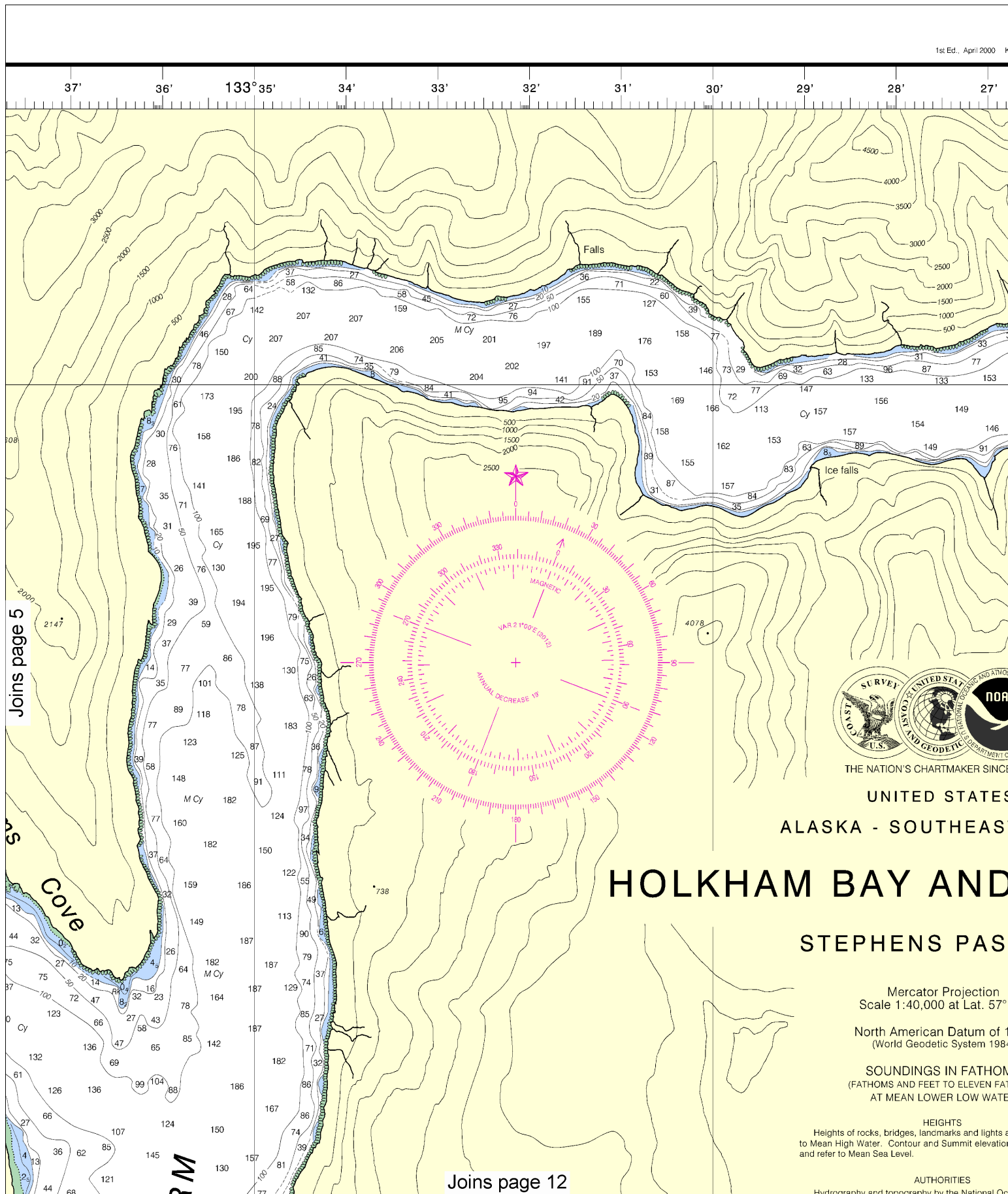
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.





Joins page 5

Joins page 12



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTHEAST

HOLKHAM BAY AND STEPHENS PASS

Mercator Projection
Scale 1:40,000 at Lat. 57°

North American Datum of 1983
(World Geodetic System 1983)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

HEIGHTS
Heights of rocks, bridges, landmarks and lights are
to Mean High Water. Contour and Summit elevation
and refer to Mean Sea Level.

AUTHORITIES
Hydrography and topography by the National Oceanic and Atmospheric Administration

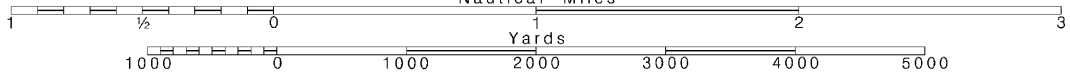
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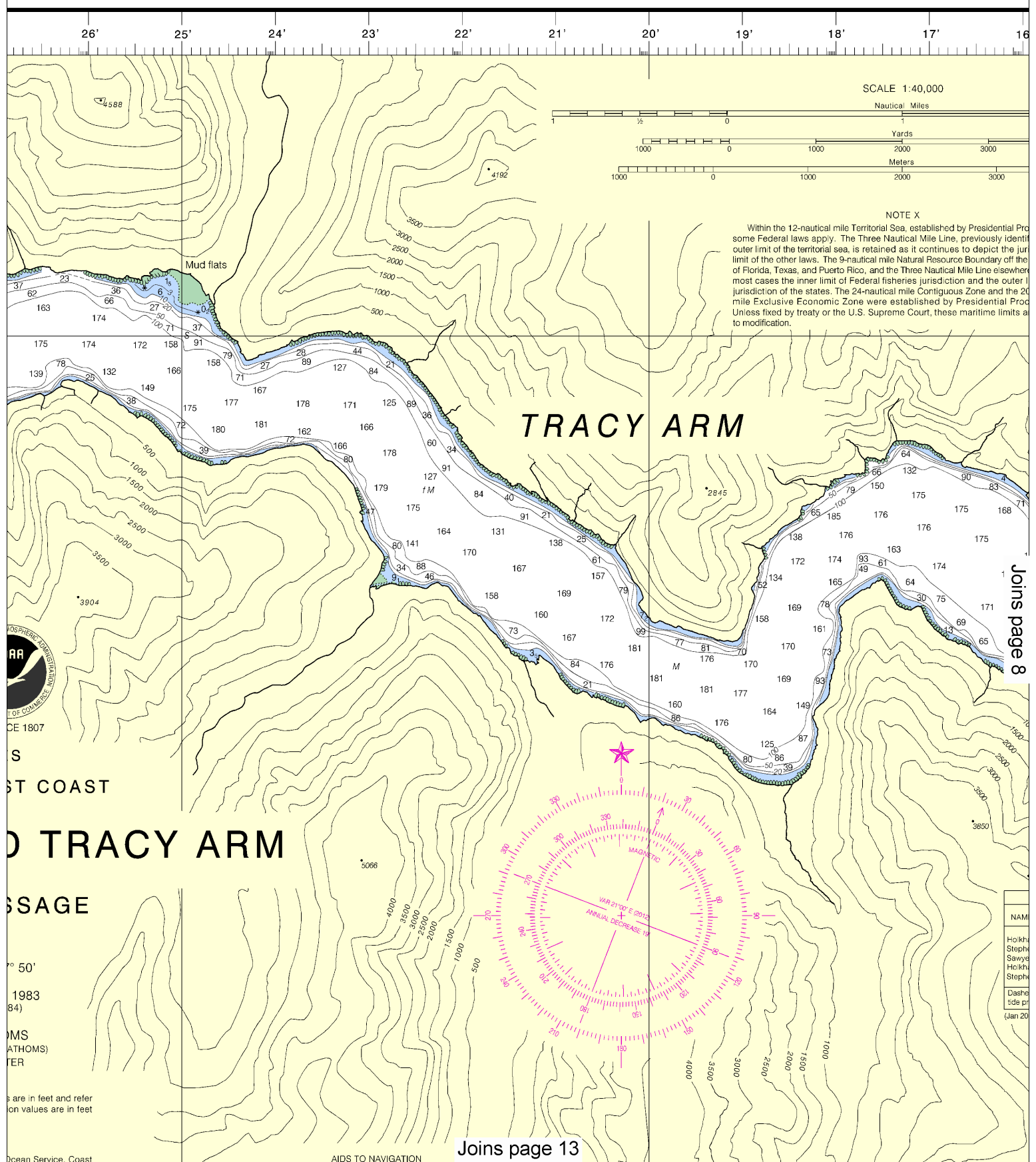
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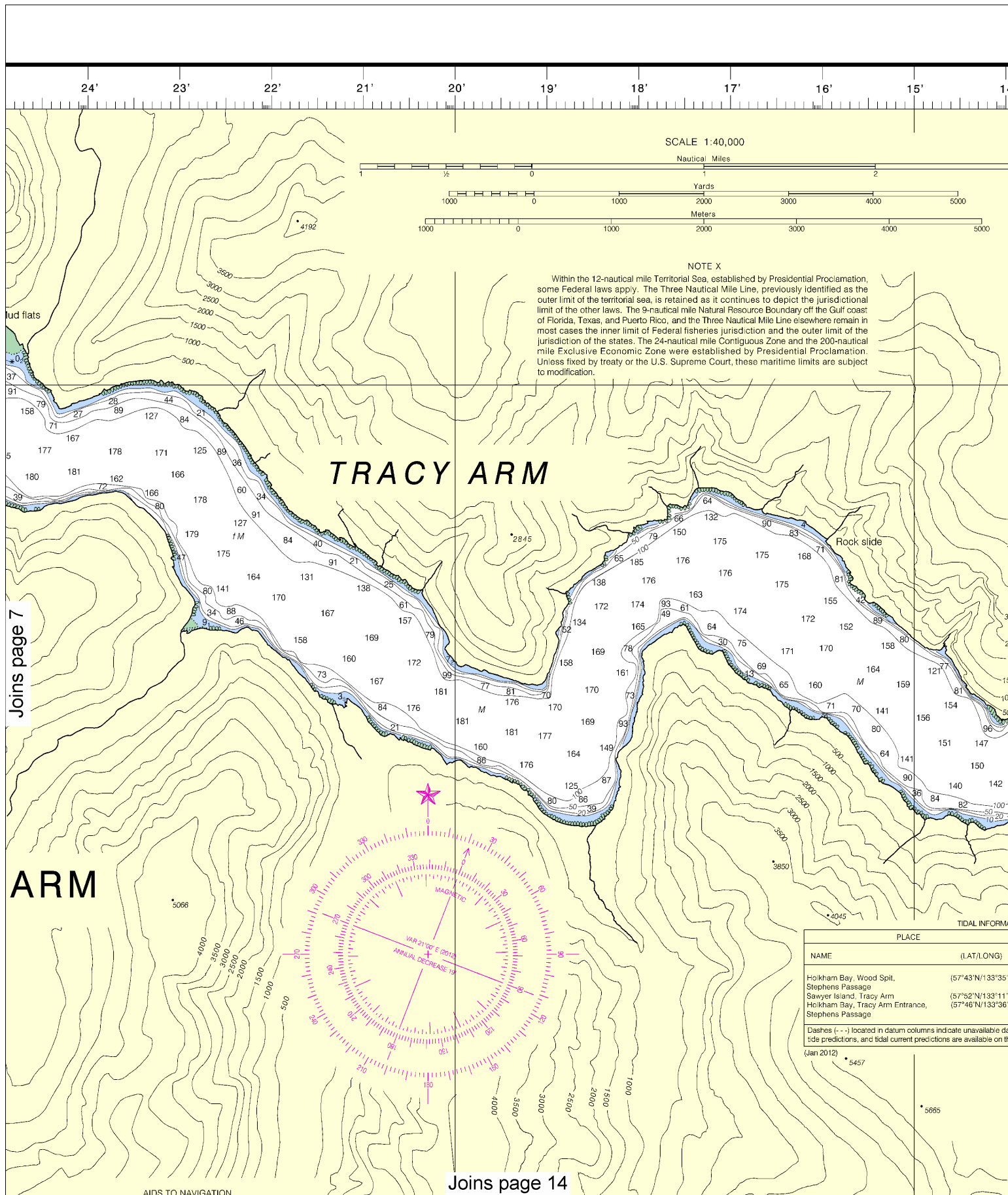
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

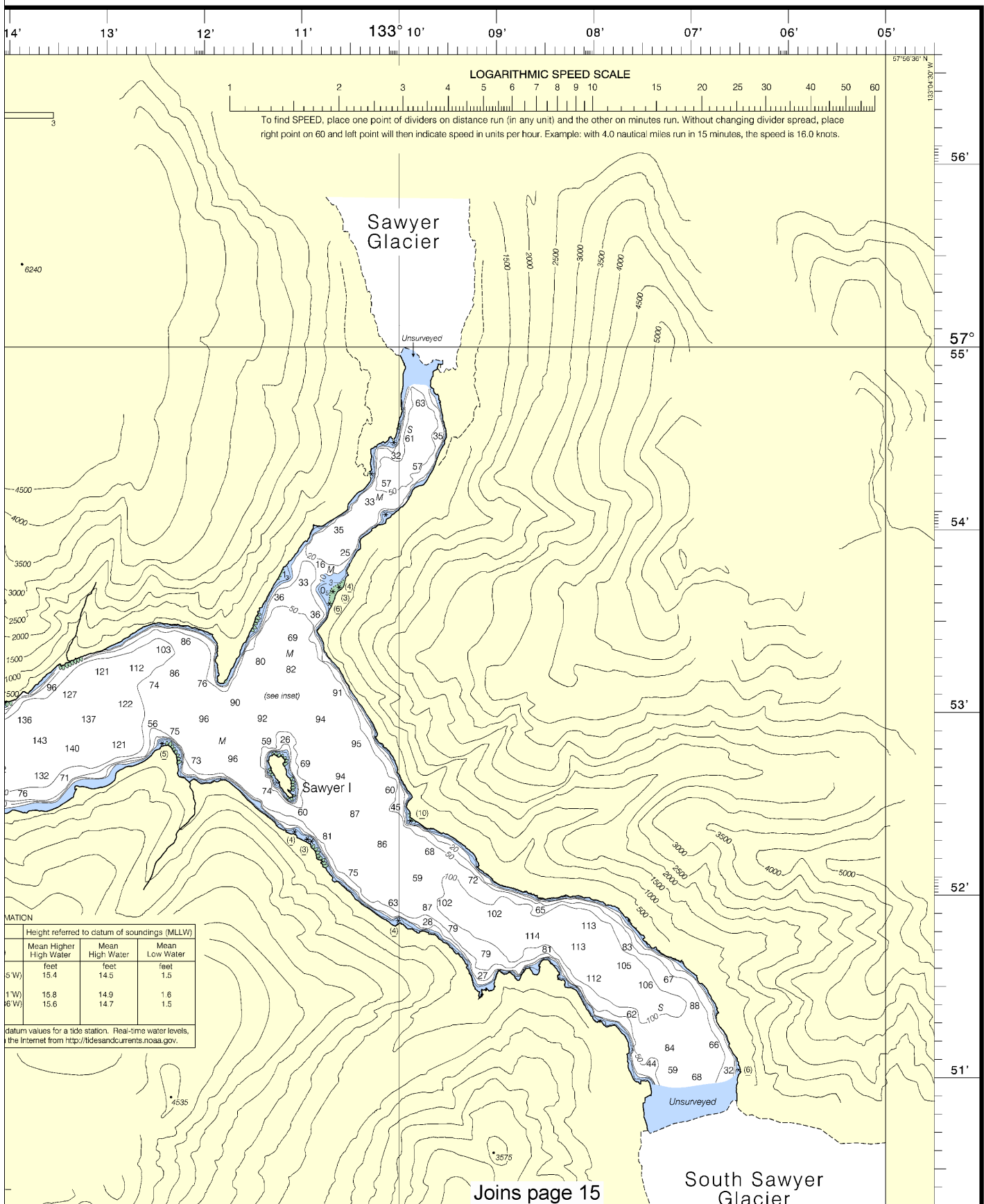
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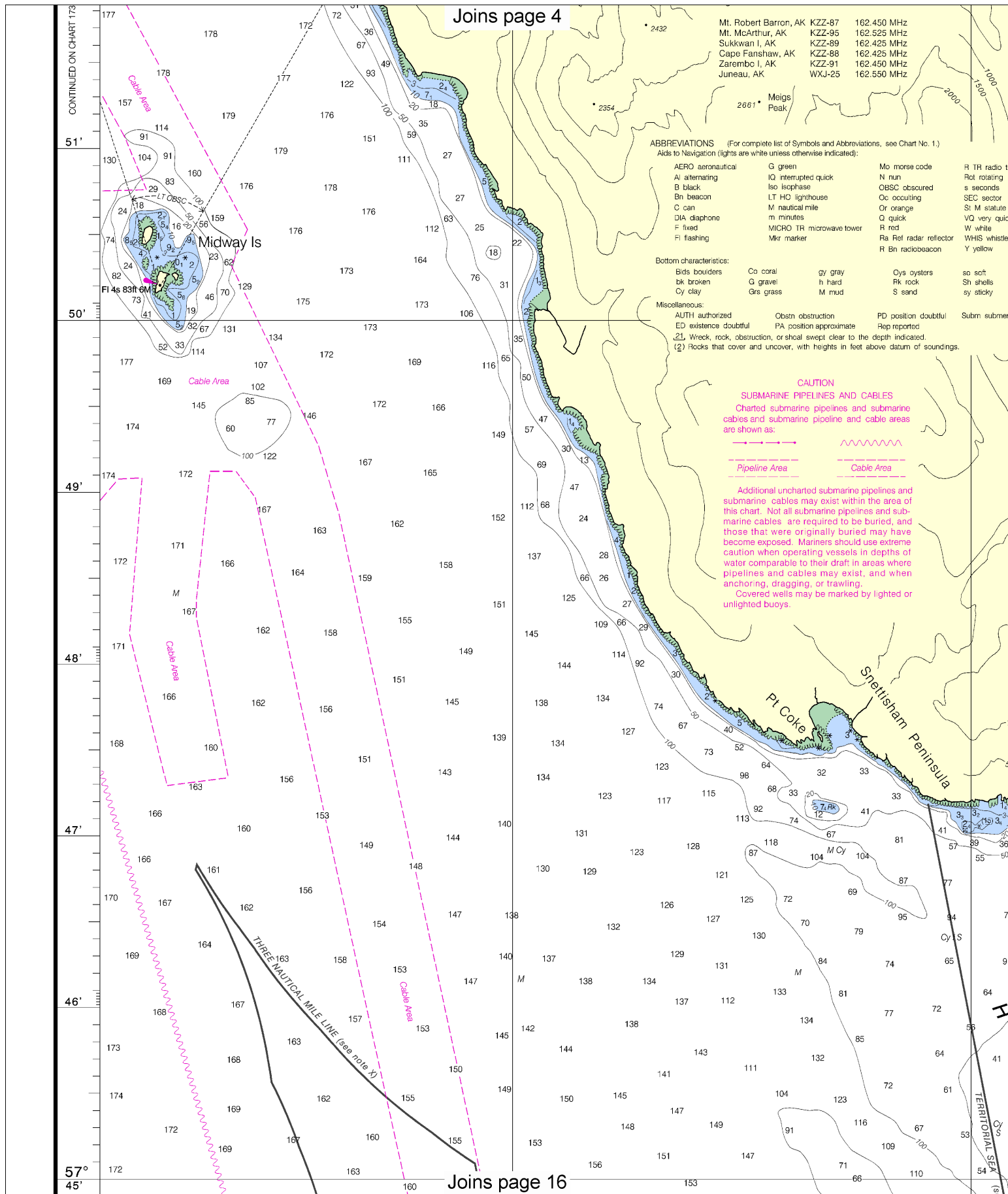
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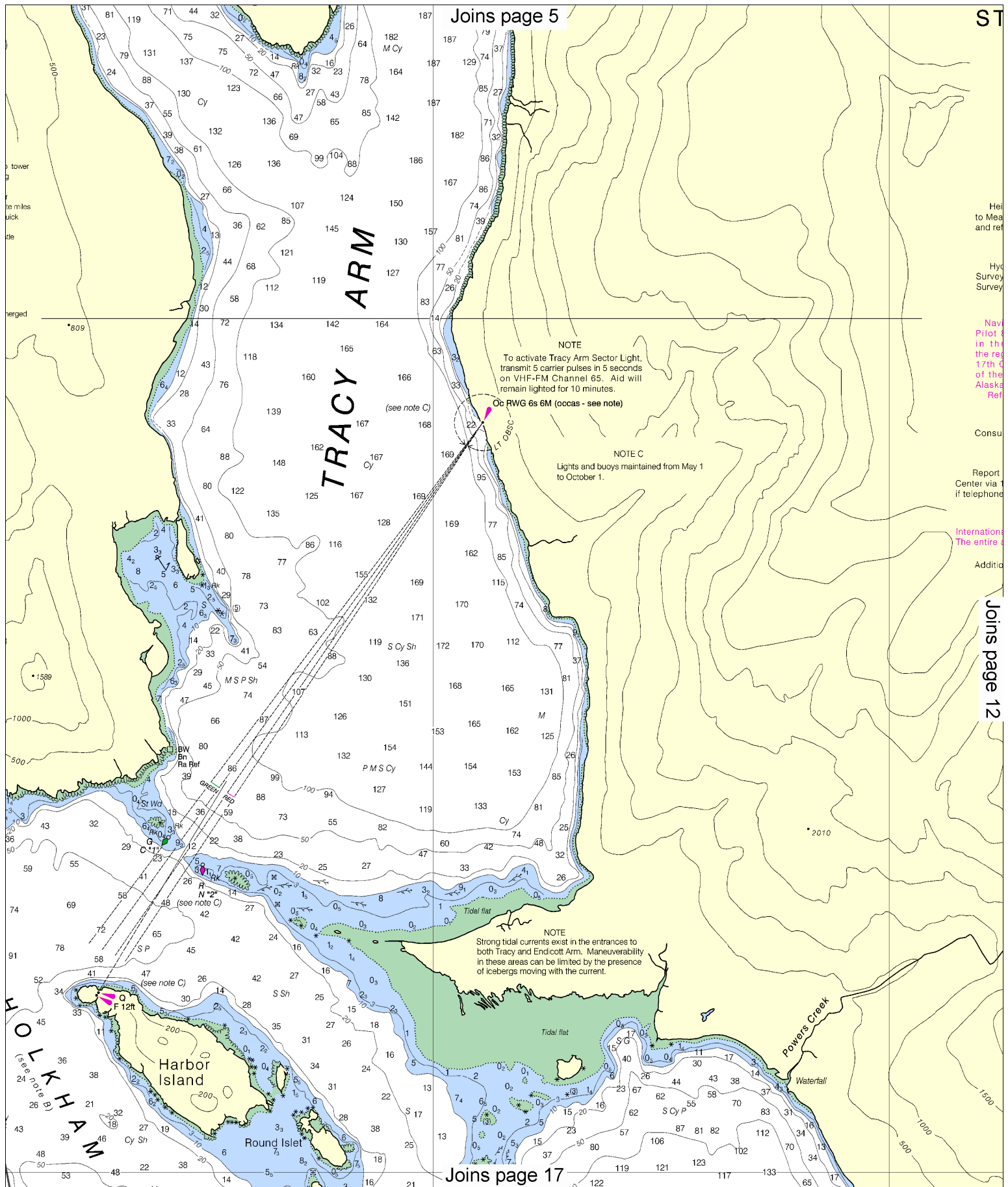


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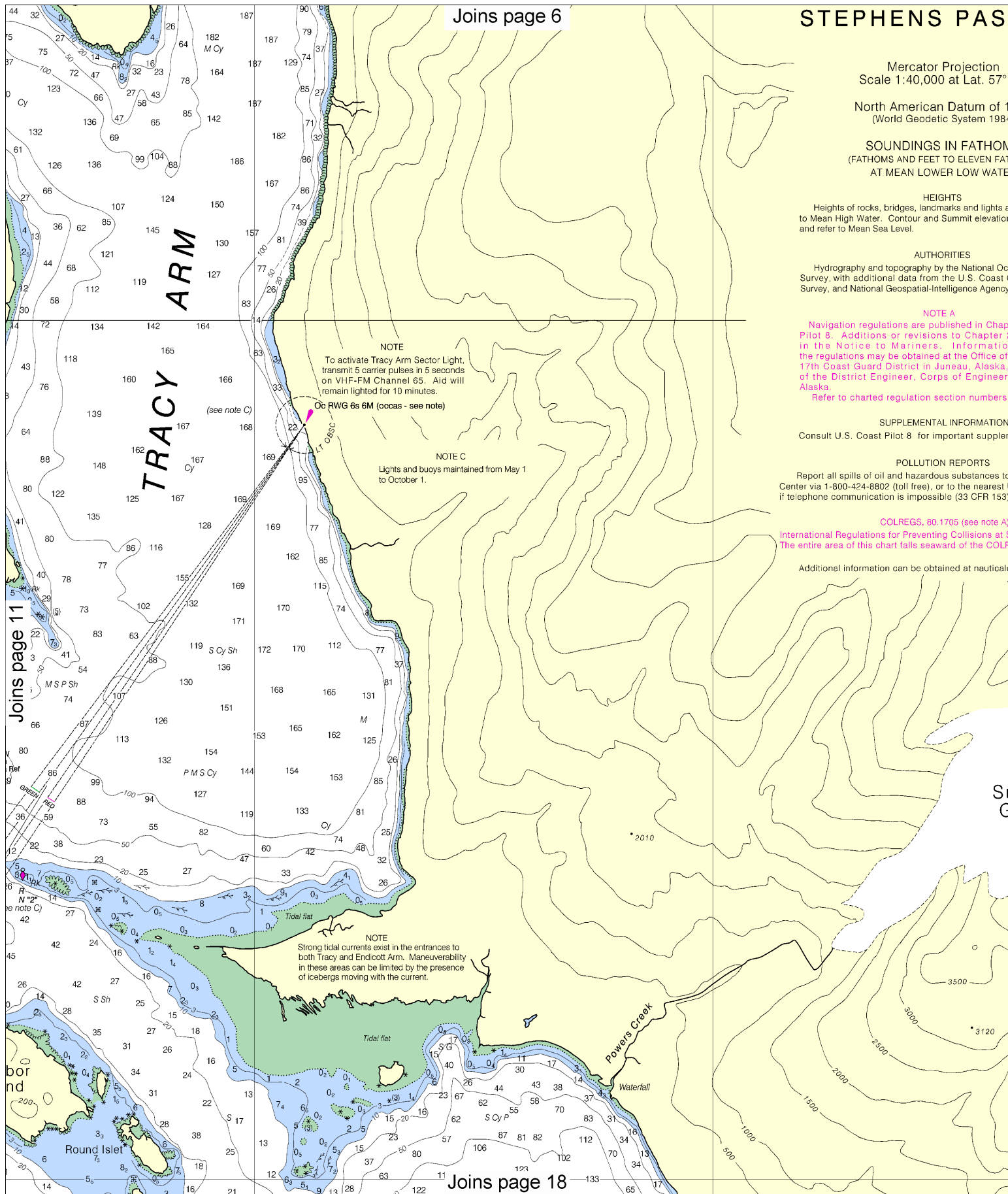
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Mercator Projection
Scale 1:40,000 at Lat. 57°

North American Datum of 1983
(World Geodetic System 1983)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
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HEIGHTS
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NOTE A
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Refer to charted regulation section numbers

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 8 for important supplements

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the nearest Coast Guard Office or the nearest U.S. Coast Guard Cutter via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard Office if telephone communication is impossible (33 CFR 153.104-1)

COLREGS, 80.1705 (see note A)
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Additional information can be obtained at nauticalcharts.noaa.gov

Joins page 11

Joins page 6

Joins page 18

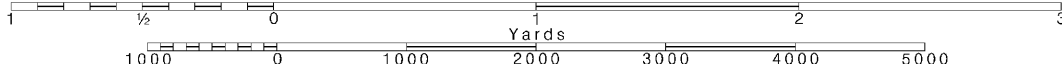
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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Joins page 19

Joins page 7

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AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

RADAR REFLECTORS
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Agency Publication 117.
Radio direction-finder bearings to commercial broad-
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Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

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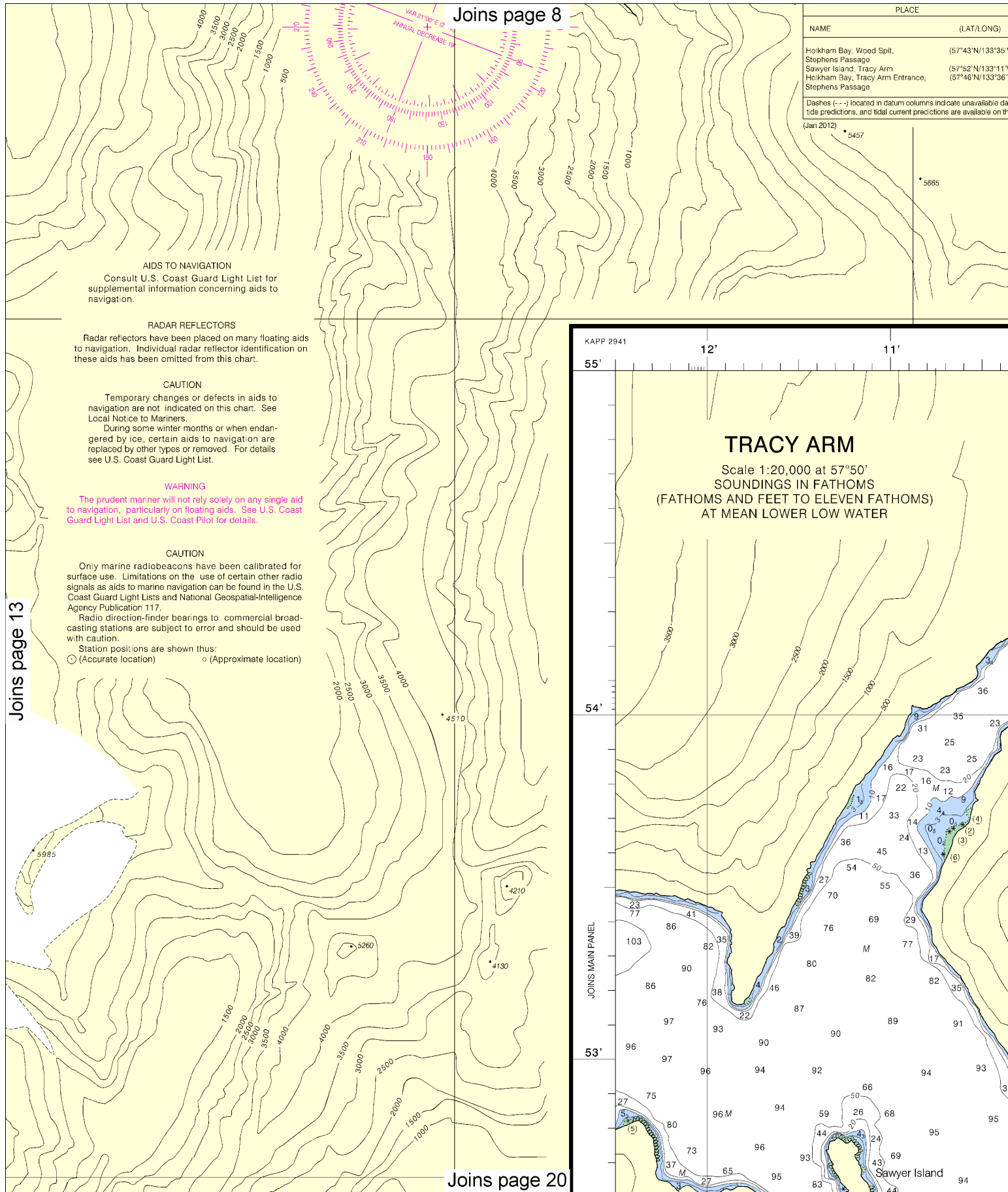
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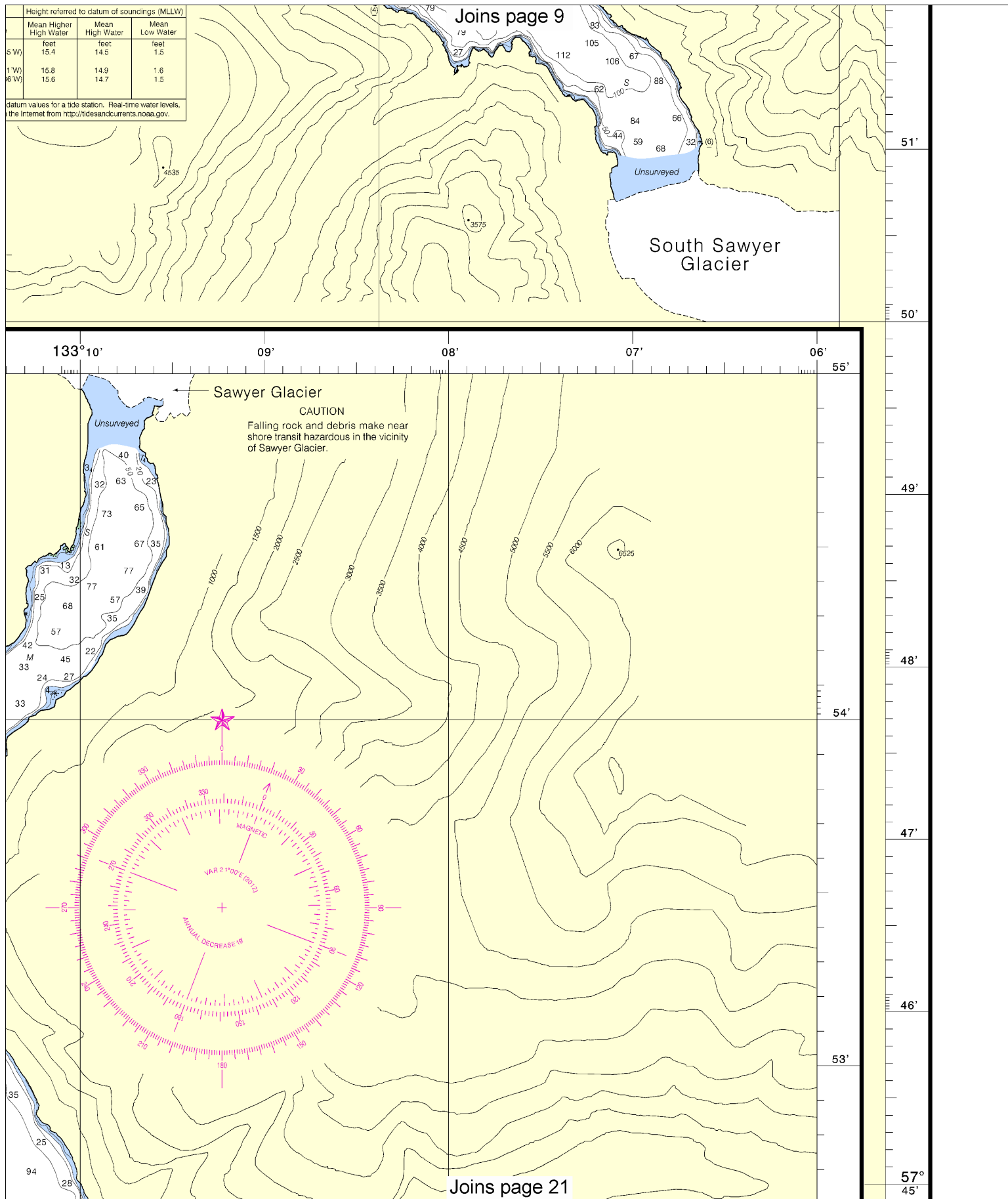
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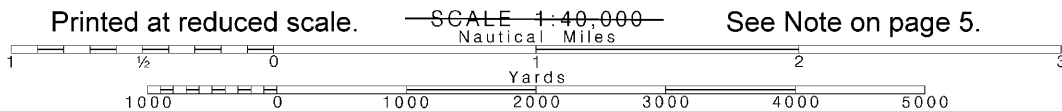
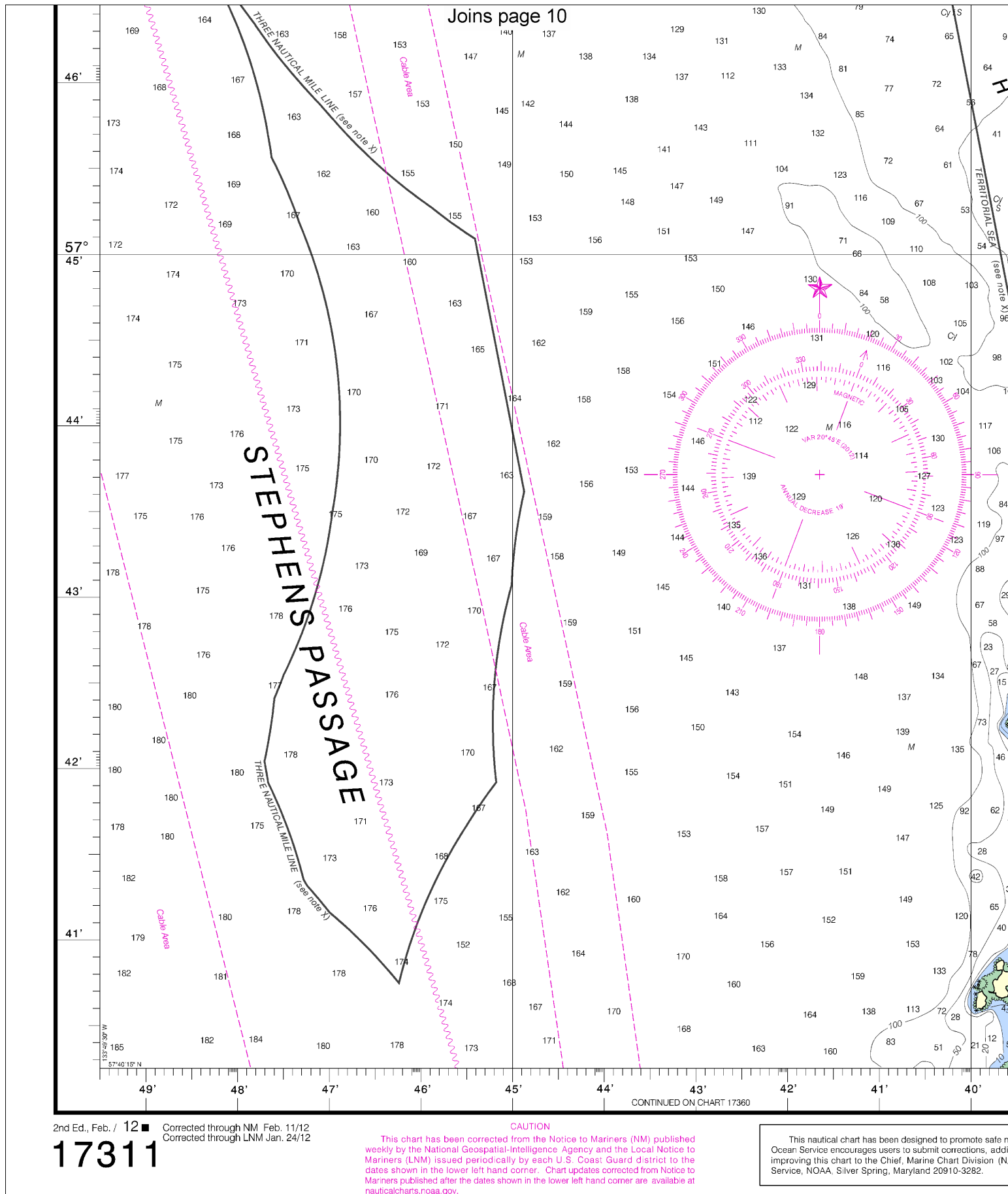
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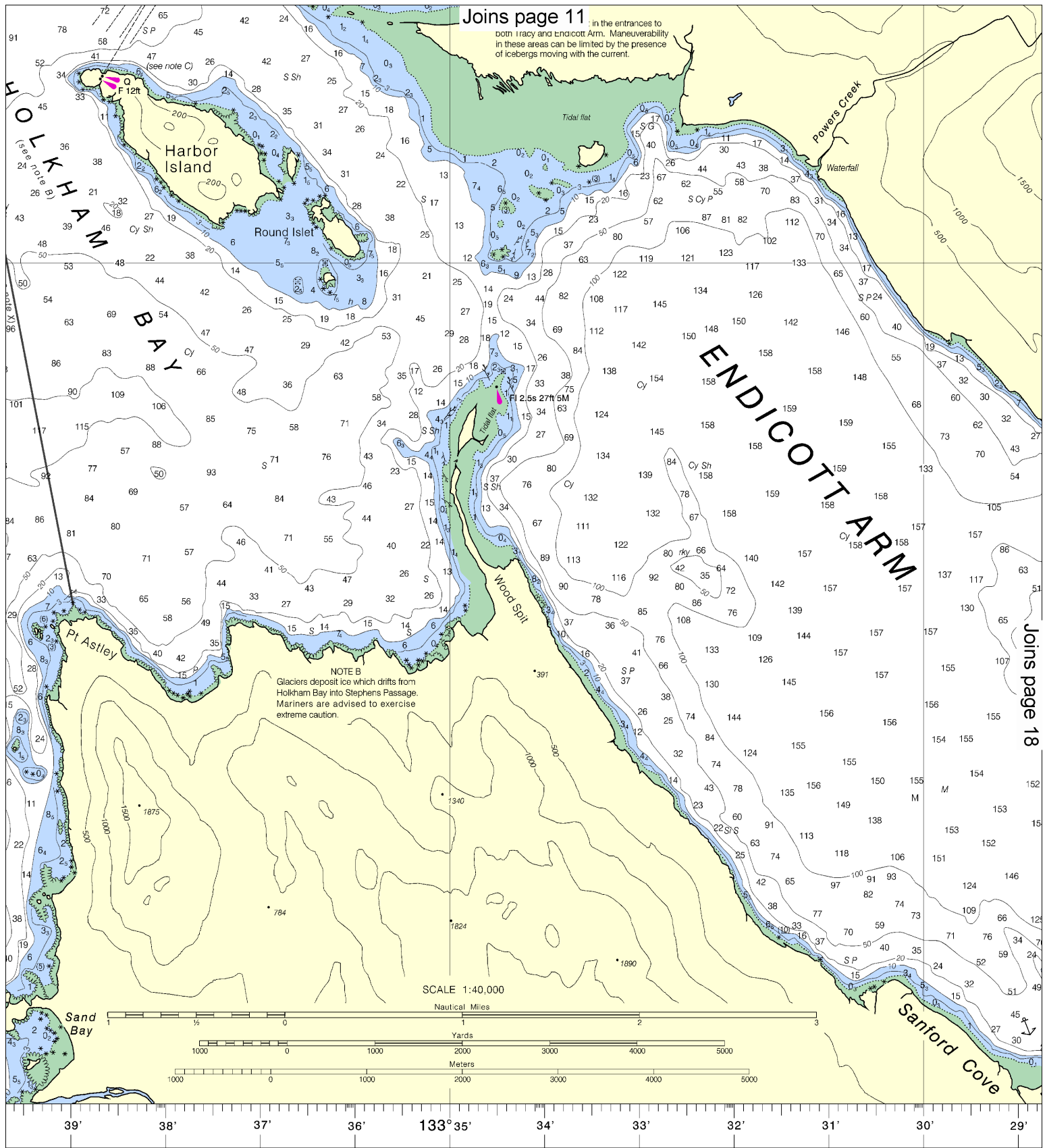
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Joins page 14



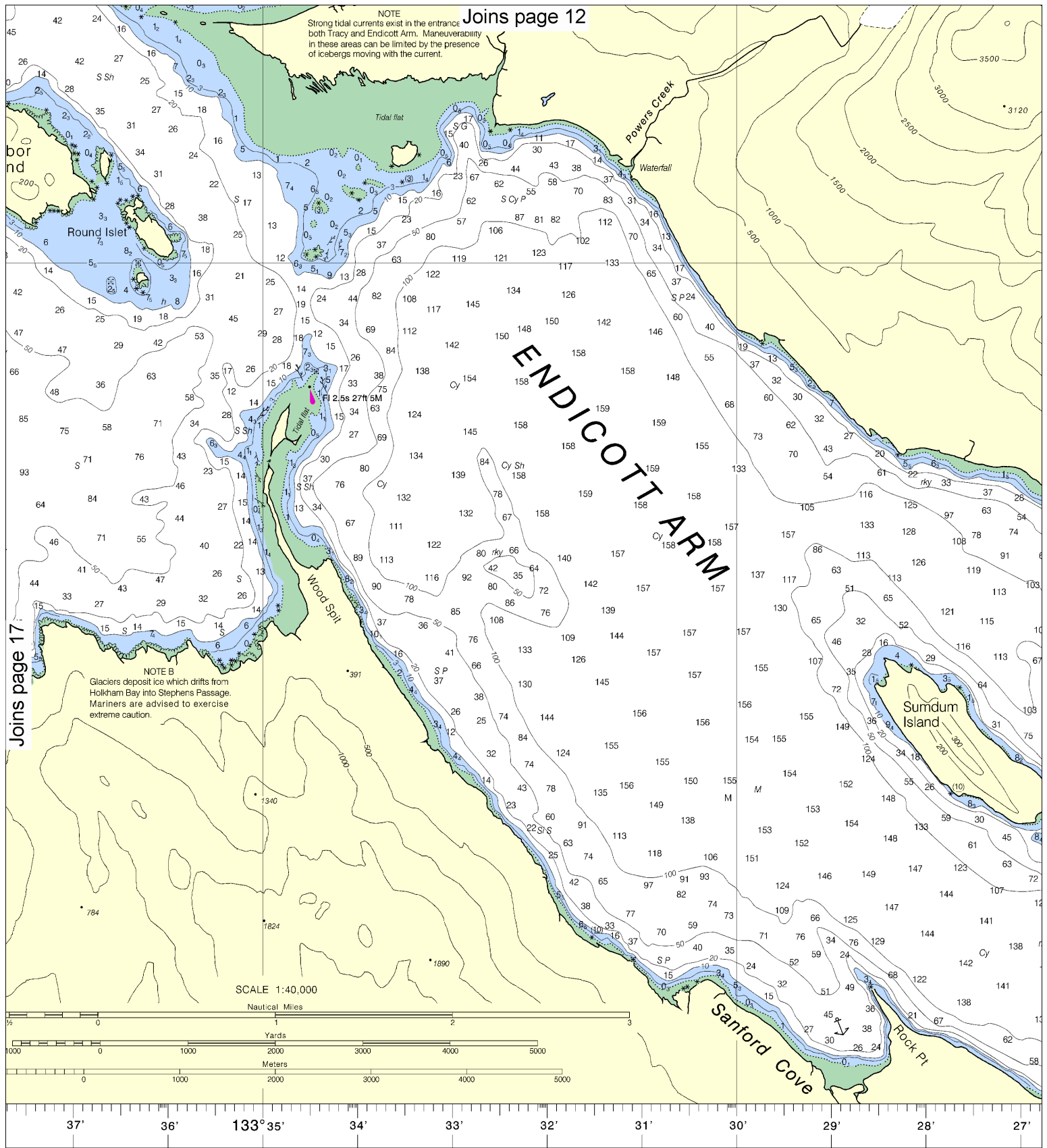






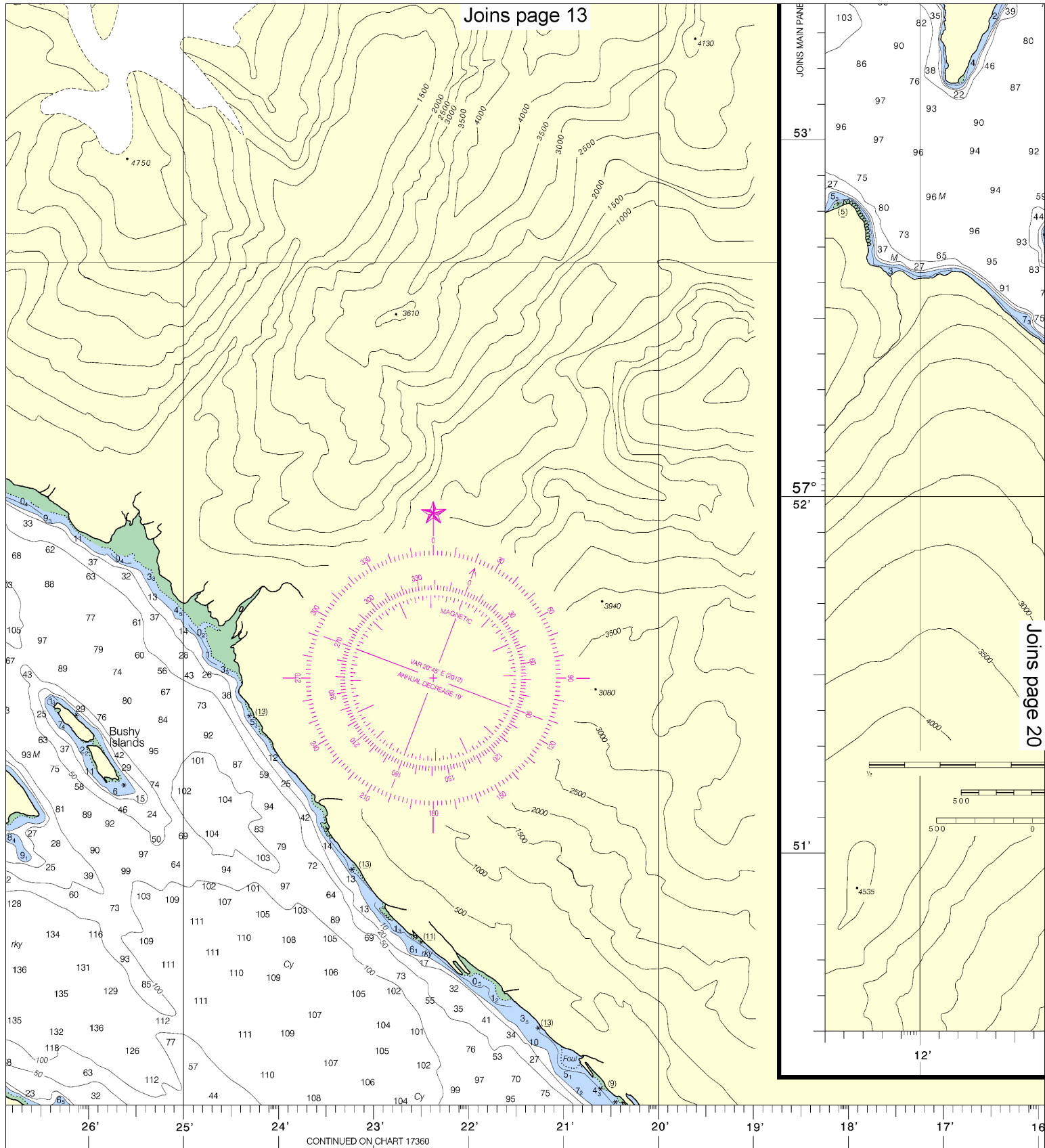
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SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)



SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

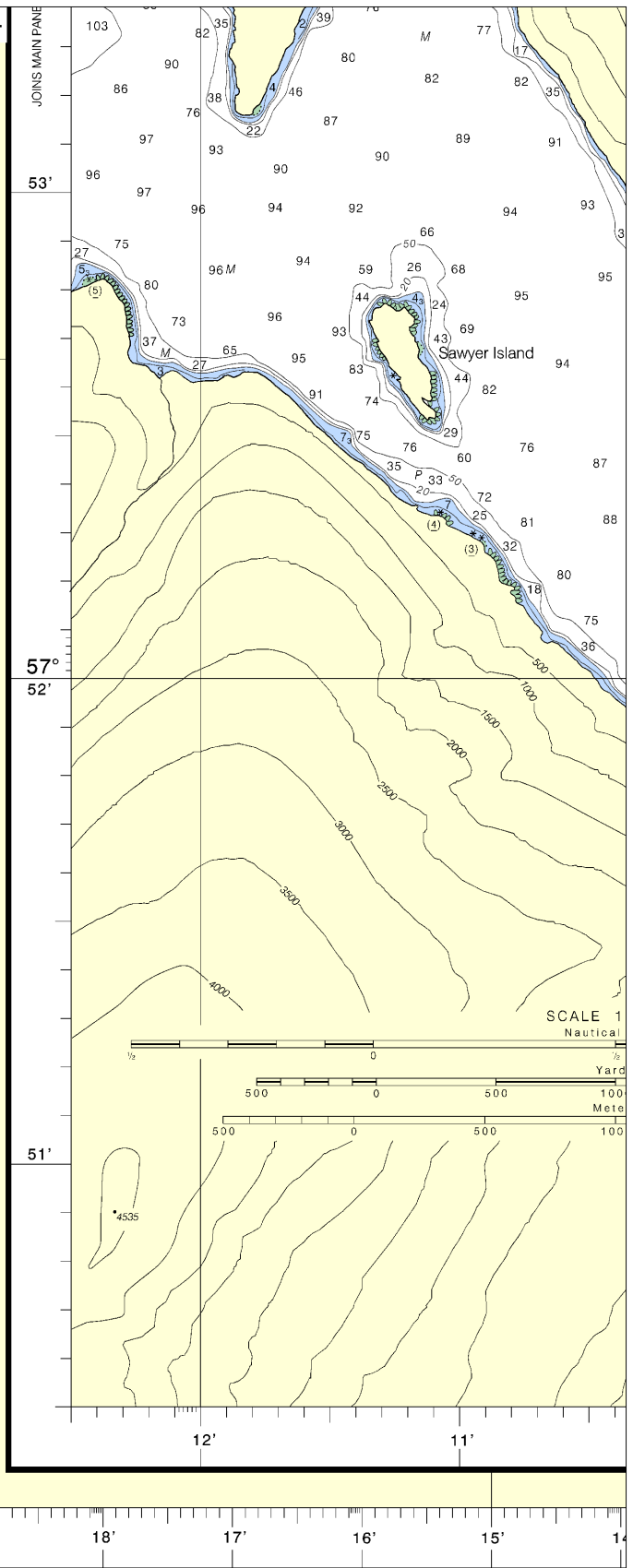
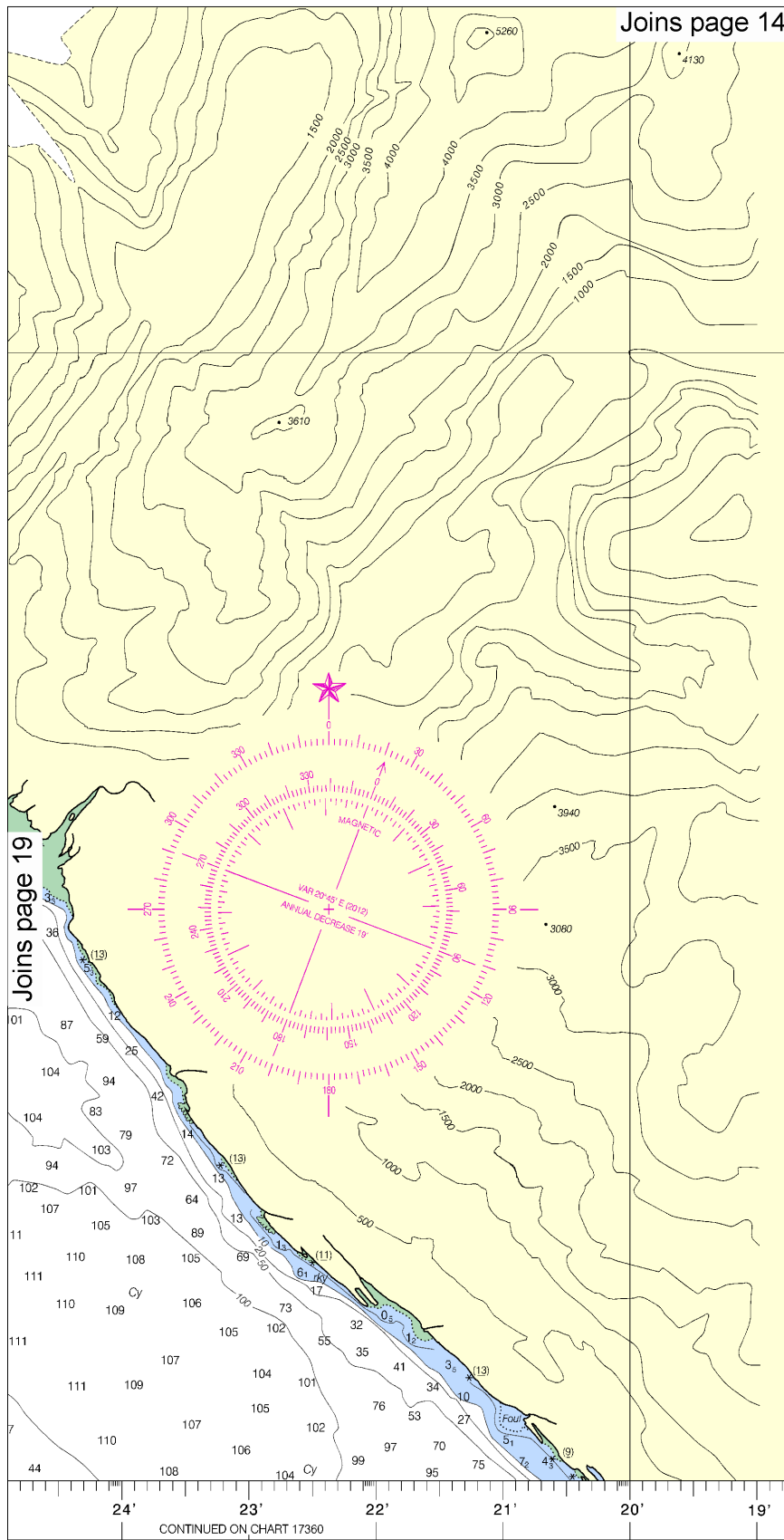
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PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notice and critical corrections. Charts are printed when ordered using Print-on-Demand technology. Editions are available 2-6 weeks before their release as traditional NOAA charts. Ask your dealer about Print-on-Demand charts or contact NOAA at <http://ocsddata.ncd.noaa.gov/ldr/in>. OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



PRINT-ON-DEMAND CHARTS

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FATHOMS	1
FEET	6
METERS	1.2

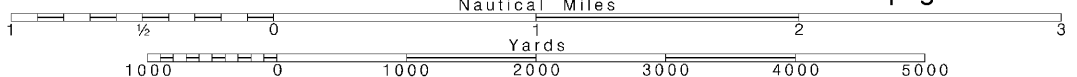
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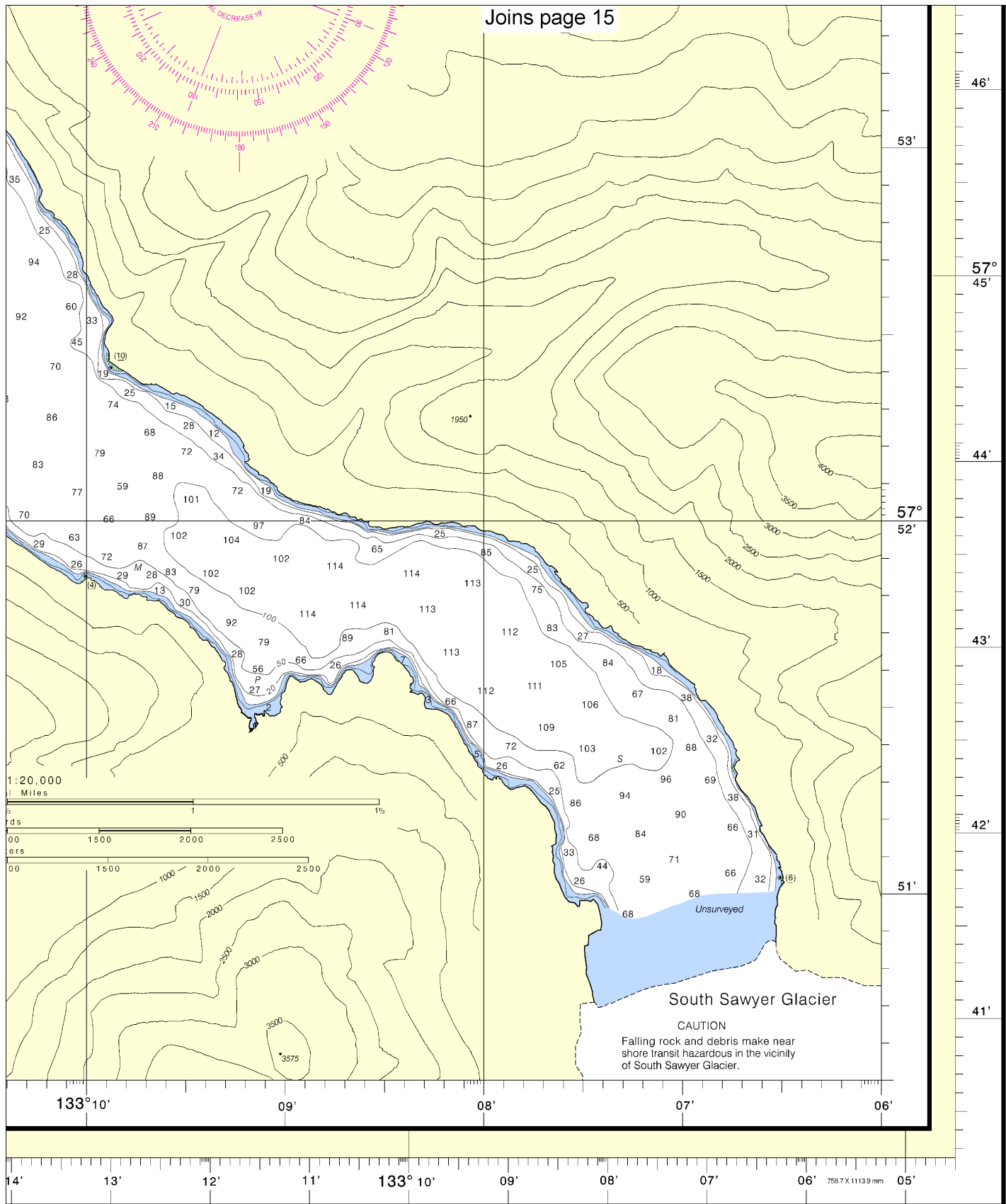
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.





ED. NO. 2

NSN 7642014674362
NGA REFERENCE NO. 17XHA17311

Holkham Bay and Tracy Arm
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17311



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

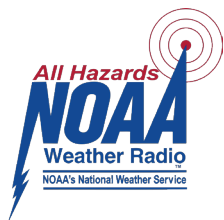
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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